roof, screen, &c., was from the designs of Mr. Bulmer, of Sheffield. The reredos and high altar, founder's effigy, and font, are from the workshops of Mr. Myers. The western window was carried out by Messrs. Hardman and Co., of Birmingham, and is, with the altar and reredos, from the designs of Mr. Pugin. All the other coloured windows are executed by Mr. Wailes; the great east window and two others being designed by Mr. G. Goldie. The stone carvings, with the exception mentioned above, are by Mr. Charles James; the wood carvings, with some exceptions, by Mr. Arthur Hayball. The tiles of the chancel and chapels are from the works of Minton and Co., and the metal screens, corona of lights, &c., were executed by Mr. Ellis, of Sheffield.

NOTES IN THE PROVINCES.

THE new Corn Exchange at Ipswich is now completed. The dimensions are 66 feet by 77, area nearly 5,000 square feet, and capable of seating 1,000 people. Besides a lantern roof of sixteen windows, there are on each side eight larger ones, making a total of thirty-two. The roof is supported by six cast-iron pillars. The pavement consists of square blocks of wood. The principal entrance is through a portico. The pediment is supported by four stone pillars, each surmounted by a capital of the Corinthian order. The statue of Justice, which formerly surmounted the market-cross on the Cornhill, has been placed upon the apex of the pediment, despoiled of her scales, weights, and bandage, and metamorphosed into Ceres, with her sickle and bunch of wheat. It is alleged, on all hands, says the *Chelmsford Chronicle*, that the portico is not at all in harmony with the rest of the building. The architect is Mr. Woolnough; the builder Mr. Ribbans.——The excavations, by the Hon. Captain Neville, near Hadstock, continue, and several curiosities have been recovered, amongst which are two baths, apparently for hot and cold water respectively, and in good preservation.——The erection of a new bridge over the river at March has been subscribed for and arranged through the instrumentality of Mr. Charles Cullledge.——A chancel for a new church at Hockerill is about to be built on a plan by Mr. G. E. Prickett, of Bishop's Stortford, architect.——A site is being selected for a new church at Balsall-heath, Birmingham.——A permanent building for exhibitions of cattle, sheep, pigs, and poultry, is about to be erected at Birmingham, from designs by Messrs. Branson and Gwyther, who have also the building contract. Mr. S. Hemming, according to the local *Journal*, is appointed superintending architect. The cost is not to exceed 5,000*l*.——The subscription for the restoration of St. Martin's, Birmingham, is still progressing favourably.——The church of the new district of Donnington Wood, near Lilleshall, was consecrated by the Bishop of Lichfield on Thursday last. The edifice was erected at the sole charge of the Duke of Sutherland. It is of stone, in the pointed style, and has chancel, nave, and transepts, with high-pitched open roof, and bell-gable. All the sittings are uniform and free; and, with gallery at end of nave, the edifice accommodates 600 people. ——The prisons at Dartmoor are now being thoroughly repaired; 150 men being employed on them to get them ready shortly for the reception of convicts, who, amongst other things, will, we believe, be made to relieve the community of the burden of supporting them, by employment in producing their own food on the land adjoining.——The vestry of St. John's, Bristol, in restoring the parish church, are very desirous of preserving from decay the ancient gateway of St. John's, known as St. John's archway, and through which was the old northern entrance to the city. They have formed a committee of citizens, in hope of obtaining extra-parochial aid for the work. The contributions promised are nearly 200*l*. short of the sum required.——Some of the munificent merchants, and others, of Bristol, resident chiefly at Redcliffe, have determined to enlarge the building and increase the efficiency of Guinea-street Hospital. Mr. Eaton has contributed 5,000*l*., and Mr. George Thomas 1,000*l*. It is proposed that the future structure shall be erected in a more prominent situation than Guinea-street, so that it should be, as one of the great public buildings, an ornament to the city.——The Birkenhead Dock trustees are about to erect sundry walls against the river Mersey, from Seacombe to Woodside, and to construct certain dams, &c., in connection therewith, on plans already prepared by the dockyard engineer. The greatest possible activity pervades the whole of this important undertaking. From the terminus of the Morpeth and Egerton Docks—mere passage-docks—up to Wallasey-bridge, a distance of nearly two miles, the ground is like a bee-hive, covered with human bees, at work in building walls, excavating, &c. Duke-street Wharf forms the boundary of that portion of the great float which is on the eve of being opened, comprising some forty or fifty acres of dock space, bounded by walls, quays, &c., which are also building on the north, or Seacombe side. Above Duke-street Wharf, a temporary dam is thrown across the pool whilst the upper walls are building. This forms a new contract, and the work is proceeding rapidly; whilst Mr. Bailey and Mr. Tyrer are building their walls to complete the whole extent from Woodside-basin to Wallasey-bridge, a line of wharf walls upwards of two miles in extent; and, simultaneously with these works, private landowners on the north or eastern side of the pool are about to build walls; so that it would appear the long-talked of great float of 150 acres is soon to become a matter of fact. During the past week, the Morpeth and Egerton Docks have been run dry, in order to put in the 70-feet passage-gates, preparatory to penning up the water in the great float. Each half of these gates weighs some eighty tons.——The West Derby Union guardians, Liverpool, are about to make some alterations in the workhouse at Mill-lane, Everton, on plans prepared by Mr. M. A. B. Clayton, of Everton Village, architect.——At Bury, Lancashire, the Improvement Commissioners, in consequence of the work of their main trunk tunnel sewer having fallen in, and the great expense, if not impracticability, of carrying on the sewer in the course originally intended, have entered into a new agreement with the contractor, by which that course will be diverted. The Paving Committee have directed the pavement from top of Bolton-street past Old Market-place to be repaved; and the commissioners, at the expense of the Earl of Derby, are at same time to pave the top of Market-street. When completed, the whole will form a uniform space, paved with large sets, and, with the Derby Hotel, new Town-hall, and Athenæum (the latter in course of erection), and the intended monument to Sir R. Peel, will form a *coup d'œil* (the *Manchester Spectator* thinks) not easily matched in a small provincial town. But perhaps we are sharing some little odium with our Manchester contemporary in presuming to call Bury a small provincial town. We have just been taken to task by the *Gateshead Observer* for speaking of "rather a stylish sort of edifice for *such a place as Darlington*," seeing that Darlington is no less than the political centre of the southern moiety of the county of Durham. It is not easy to mete out to all that exact measure of importance to which circumstance and relative position may entitle them—especially while lost, ourselves, in a wilderness of brick and mortar, into which both Bury and Darlington might be pitched like needles into a bundle of hay. We have just discovered a new town, by the way, something like Darlington, in the midst of the wilderness, but doubtless the latter is still in its former place, and as politically and locally important as ever.——The attempt to unite the proposed memorial to Sir R. Peel at Leeds with the project for a public hall appears to be a failure, as not one-third (6,460*l*.) of the necessary sum has been subscribed. The inhabitants seem to think that the corporation should erect a public building for municipal and other purposes by rate, as empowered by their Act, and that the memorial should be a separate erection altogether.——About six weeks ago, a new street of workmen's cottages was commenced by Mr. W. Stobart, in a field at Monkwearmouth, and about fifty cottages have been already erected, and great part inhabited by workmen of the Monkwearmouth colliery. Attention has been paid to sanitary regulations in the building of these dwellings, according to a local paper, and a large number of cottages on a similar plan are to be built in the same district of the town (Sunderland).——The Corporation Gas Company at Sunderland made the reduction of price to 3*s*., lately announced, in the full expectation of "a great increase of consumption which is certain to arise" in consequence of that reduction. They had not the folly to wait, as some others are doing, until a great increase of consumption had arisen, under pretence of enabling them so to reduce their price. And what is already the consequence of thus taking the initiative themselves? "Since the announcement was made, little more than a month ago, they have had eighty-five new applications for services, representing more than 300 lights, without taking into account a large number of additional lights ordered by those persons who were previously consumers." And the eighty-five new applications alluded to, be it noted, constitute a large proportion of the whole consumption of such a company, the whole number of whose consumers last year was only 1,450—now increased, however, partly in consequence of a previous reduction, in all to 1,675. It thus, too, appears, as we have often anticipated, not only that a new and extensive field of profit is opened up by a reduction of the ordinary prices of the old system to a point nearer the proper standard, but that out of the field already reaped springs up a new crop doubling and tripling the original returns without any equivalent outlay in laying it on.——The Maryport Gas Company has announced a further reduction in the price of their gas from 5*s*. to 4*s*. 2*d*. per 1,000.——The new Independent Chapel, Cockermouth, was opened on Wednesday in the week just past. It has cost 1,700*l*. The style is Perpendicular; outside dimensions, 74 feet by 44. The front is of white sandstone. The south gable window is filled with stained glass. In the interior a large gallier of wood with papier maché hangs from the centre of the roof. The architect is Mr. Chas. Eaglesfield, of Maryport; masons, Messrs. Fleming and White, Cockermouth. The joiner work was executed by Mr. Thomas Armstrong and Mr. Joseph Bell, of Cockermouth; plaster work by Mr. William Henderson, of Wigton; and gates, of cast iron, by the Coalbrook Dale Company. The old chapel, behind the new, is to be converted into a school-room.——It is proposed to constitute an Institute of Fine Arts at Glasgow, and a design has been published by Messrs. Mariure and Macdonald for a building proposed to be erected in George-square, at a cost of 10,000*l*. Mr. Rochead, architect, and Mr. Carrick, superintendent of public works, are amongst the promoters of the scheme.

SUBURBAN VILLAGES.

DO, Mr. Editor, say something more about suburban villages—a subject which has ere now been treated in your journal. Being a working man, and moving amongst that class continually, I hear a great deal about the desirability of early trains on some of the lines of railway, that for a small sum would set a man down in London a few minutes before six in the morning, and in like manner remove him from this Babylon in the evening. I feel assured that were this the case, suburban villages would grow up of themselves; and a great deal of the hard-earned money of our artizans, instead of finding its way into the doctor's pocket, would, if not "saved," at any rate serve a more satisfactory purpose in providing for increased appetites, and rearing a more healthy population. The speculation as far as the railway is concerned would probably not succeed at once, as it would take some little time for a sufficient number of mechanics to "move," to ensure full trains: but depend upon it an arrangement of this kind would soon be taken advantage of.

Probably a better "spec." would be for a few of our capitalists to secure a piece of land ten or a dozen miles out, and build, say 800 or 1,000 houses, and lay down a single line of rails for the use of the new town only, with trains every hour from five in the morning to ten at night. The sum paid for rent to include a ticket for a free passage on the said railway; and, by the way, a town laid out at once in this way would form a rare opportunity for what is now so much needed—perfect sanitary arrangements, water supply, &c. J.

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